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CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Latvian SSR)

REPORT

SUBJECT 1. Photographs of Aloja and Salacgriva
2. Railroad Organization and Stations
in Latvia (Description of Routes,
Facilities, Schedules, Deposits of
Peat, Transportation of Paper Mill Products)

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

photographs of Aloja and Salacgriva

When separated
from this report, the photos are considered OFFICIAL USE ONLY.DescriptionSalacgriva harbor. At left center, the new, tall building
is a fish cannery which is part of a fishing combine.

Aloja. Typically dressed youths on a side street.

Aloja. Street view.

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Attachment 1: This report describes: a. The organization of Latvian railroads from the MPS (Ministerstvo Putey Soobshcheniya) to its main sections; b. The Valmiera-Ainazi section: A list of every railroad stop between Valmiera and Ainazi with comments on the condition of the station or stopping point. Pukule has become an industrial center requiring a new loading platform because of the large deposits of peat being exploited there. The deposits, destined for the new heating plant in Riga, have been estimated at 50-60 million tons; c. Train schedule from Valmiera-Ainazi-Staicele; d. Staicele train facilities and the Ligatne Paper Mill; e. Condition of the Riga-Valka line. The Valka-Rujiena line is still out of order; f. General miscellaneous information.

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Latvia's railroad is subordinate to the highest government authority on Republic level, the MPS (Ministerstvo putey soobshcheniya), called in Latvian "Celu dienests." Its management consists of about 30 men, including about 6-8 Russians and the rest Latvians. Latvia's railroad net consists of about 10 organizational parts, most of which have been divided according to main sections, called "Celu distances." Known are the following Celu distances (the Celu distance is organizationally higher than the German Bahnmeisterei [railroad station master's office]):

1st Celu distance - RIGAS GALVENA

2d " " - CIEKURKALNA (incl. RUJIENA)

3d " " - CESU

4th " " - JELGAVAS (?) (not certain, not precisely remembered)

5th " " - KRUSTPILS

Each Celu distance has several subdivisions, called "Celu dala" in Latvian and "okolodka" in Russian. The following belong to the 3rd Celu distance, among others:

10th Celu dala - DAUGULI

11th Celu dala - PUUKULE

12th Celu dala - AINAZI

Organizationally, the railroad in Latvia is completely Russian. The correspondence is carried out in Russian and even the smallest settlements of accounts have to be submitted in Russian.

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THE VALMIERA-AINAZI SECTION (1958-1959 CONDITION)

1. General Information

Several railroad terminals were destroyed when the German Wehrmacht retreated. The 750-mm railroad gauge makes this section a provincial railroad line of little strategic and military interest. It is a single-track line with only a few sidings; the substructure is mediocre and the rolling stock is old and has not been replaced. This section and the VALMIERA-SMILZENE section have the same gauge and rolling stock, (axle length) and may therefore be considered separately from all other neighboring railroad sections. They have the following rolling stock:

1. No large locomotives
2. 8-9 small steam locomotives (with 450-500 tons of tractive force each)
3. About 100 freight cars, including flat cars
4. 20-25 passenger cars
5. No special vehicles, no newly constructed parts.

It was rumored in October 1958 that diesel locomotives would be shipped from Czechoslovakia; this, however, was not the case.

2. Condition of Railroad Terminals (late 1958)

VALMIERA

- new railroad terminal, stone building,
water station for steam locomotives

KOCENI

- old railroad terminal (red brick building)

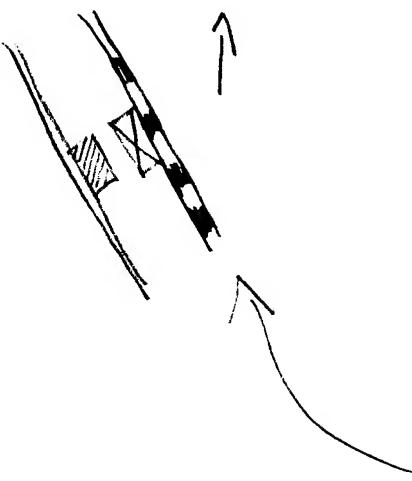
ZILAIISKALUS

- same (red brick building)

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DAUGULI



- old railroad terminal, destroyed.

About 100 meters from track, on secondary highway, there is now a small watchman's house; stopping point, no longer a railroad terminal. (Now used as the watchman's house is a partly deteriorated subsidiary building of a former farm. The watchman's house is not recorded on the map of the Latvian General Staff, sheet 54, grid square 22, north margin.)

[Diagram on page 4 of original document.]

DIKLI

- Stopping point with watchman's house.

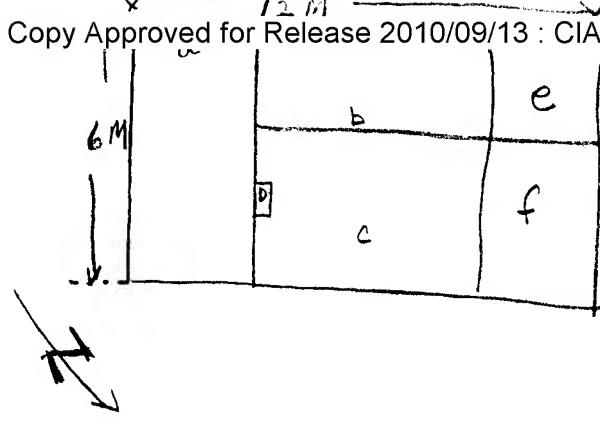
Near this stopping point, i.e., on the former Dikli farm ("Diklu mz." on the Latvian General Staff map 1:75,000, sheet 54, grid square 42, west margin) there is now a tuberculosis hospital. It has about 500 beds and Latvian Dr. LAUKMANIS is the medical superintendent.

KAUGURI is now only a stopping point with watchman's house.

OZOLI was destroyed in 1944 and has not been rebuilt. (Until rebuilt, used as stopping points only; no dispatching of trains, freight, and routing of passengers.)

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PUIKULE, new railroad terminal of simple wooden construction.

The best known example of the internal arrangement is the following:

[Diagram of railroad station on page 5 of original document: (a) Office; (b) station master's living quarters; (c) waiting room; (d) ticket window; (e) "Sakaru nodala," telephone workers' tool storage room; and (f) "Prescu nodala," baggage room.]

P.S. The internal arrangement indicated in the diagram is typical also for other railroad terminals.

ARCIEMS

- old railroad terminal (red brick building).

PALE

- destroyed, has not been rebuilt.

(See parenthetical remark following OZOLI above.)

MEZKADAKS

- stopping point with watchman's house.

ZONEPE

- destroyed, has not been rebuilt.

(See parenthetical remark following OZOLI above.)

LAGASTE

- stopping point with watchman's house only.

SALACE

- same as above.

AINAZI

- old railroad terminal (red brick building).

3. Train Schedule

a) The following 2 passenger trains run daily:

1 train, VALMIERA - AINAZI. Leaves VALMIERA at 2330 hours, arrives in AINAZI at 0255 hours.

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Train leaves AINAZI on return trip to VALMIERA at about 0500 hours.

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1 train, VALMIERA - STAICELE. Leaves VALMIERA at 2300 hours, arrives in STAICELE at 0330 hours. Train leaves STAICELE on return trip to VALMIERA at about 0600 hours and arrives in VALMIERA at about 0900 hours.

b) There are 4-6 freight trains daily according to need.

Exclusively civilian freight has been handled in recent years; no military materiel; about 80 percent lumber transports. Empty railroad cars have often been used for the transporting of coal.

4. Working Hours

8 hours daily, starting at 0700 hours in the summer, at 0800 hours in the winter, including 1 hour for lunch.

5. Information on Some Towns

a) PUUKULE has become an industrial center requiring a new loading platform. All transshipping formerly took place in VALMIERA. The reason for this development is the exploitation of the large peat deposits of the moor, indicated on sheet 54, grid square 33, of the Latvian General Staff map 1:75,000). As a result, the moor is being drained and the possibility given for settling people there.

The peat deposits have been estimated at 50-60 million tons. Most of the peat is destined for the new long-distance heating plant in RIGA (Rigas termoelektriska stacija).

The branch line to STAICELE, which is a part of this railroad section, gains importance because of the paper mill in STAICELE, the third largest

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in Latvia. (The largest one is the LIGATNE paper mill -- sheet 56, grid square 90, Latvian General Staff map 1:75,000 -- and the second largest one the JAUNCIEMS paper mill at Riga.) The paper mill in STAICELE has 400 employees (including administrative personnel) on one shift. In 1951-1952, the plant had difficulties obtaining coal and had to revert to wood. The wood consumption in those years is known as to have been 80 steres per 24 hours which is, perhaps, an indication of the plant's capacity. Since 1952, 60 percent of the fuel requirement is filled by bituminous shale from Estonia (Kochtla). This is known to the Latvians under the technical term of "Degakmens" (which literally translated means "burning stone"). The remaining 40 percent of the fuel requirement is filled by hard coal from Poland.

In general it may be said that the development of railroad traffic of civilian and military goods since 1948 has remained relatively constant. This may be due to the fact that there are no garrisons within the area of the railroad lines.

Another means of communication is the bus line. A bus runs daily from STAICELE to RIGA (final stop in RIGA is the bus terminal - Autoosta - at the prefecture). The price for one trip (in one direction) for this entire section is 17 rubles. About 75 percent of the seating capacity are being utilized.

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The RIGA-VALKA section, formerly the main section in a northeastern direction, has been heavily damaged during the war. Almost all railroad terminals have been rebuilt, i.e., in typical Soviet style. The section has now a 1,546-mm gauge, thus having been converted to the Russian one. Occasionally, the section is also being used by tourists on the trip from RIGA to LENINGRAD.

VALKA

The VALKA-RUJIKKE section is still out of order; it had a 750-mm gauge.

Until 1950, the RIGA-MOISAKULA section was subordinate to the Estonian SSR railroad administration; since 1950, it has been subordinate to the Latvian SSR.

Freight can be dispatched in Latvia only when accompanied by papers and when contents is indicated (inspection by railroad officials may always be expected).

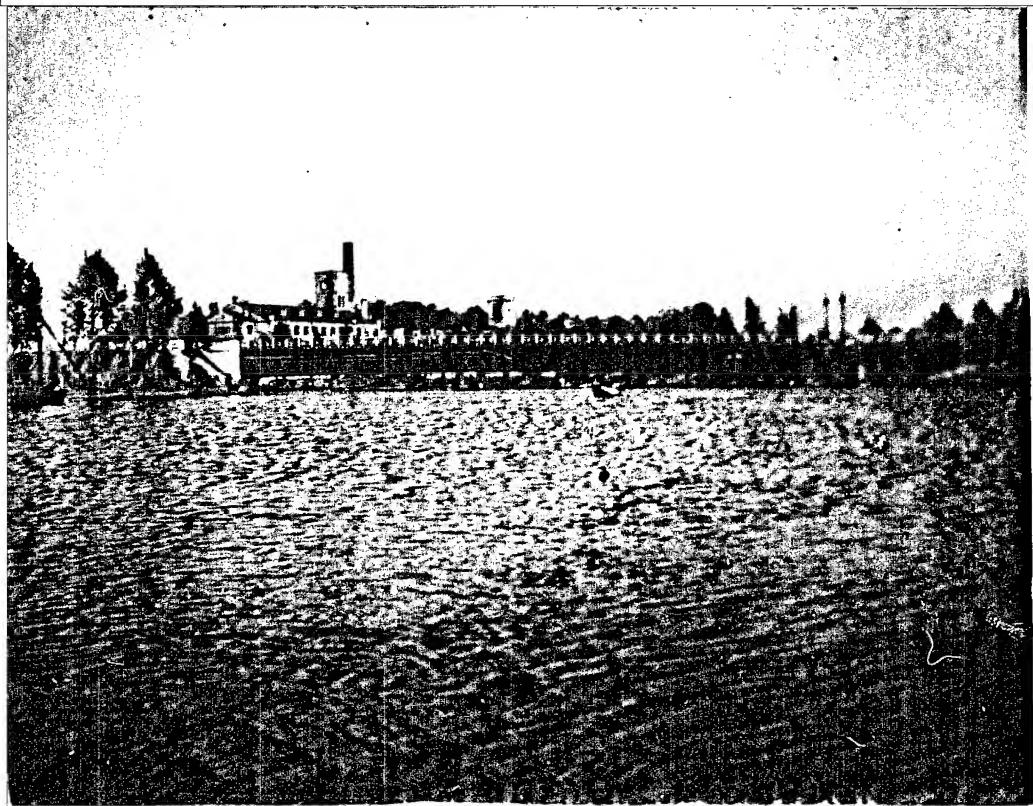
Even unskilled laborers can work for the railroad only when they have a permit.

About one-third of the flat cars included in the rolling stock used on sections with Russian gauge come from the "WW" plant, as the Latvian railroad workers call the plant which manufactures these cars. It is the "Waggonbau Wittenberg" (Wittenberg Railroad Car Construction) plant in the GDR.

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HARBOR. FISHING-COMBINE CANNERY AT LEFT CENTER. BRIDGE.



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